2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 111

City of Fredericksburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					,	City of Free	uericks	burg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle	•••	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg				_			, , , , ,						. acto.			
				From:		SCL Fred		_								
1 Jefferson Davis Blvd	1.48	33000	Α	98%	0%	1%	0%	1%	0%	С	0.097	Α	0.62	36000	Α	2003
<u> </u>				To: From:		SI	R 3									
1 Jefferson Davis Blvd	0.90	29000	G	98%	1%	1%	0%	1%	0%	С	0.079	F	0.597	32000	G	2003
\odot				To:		Calla	~ A * * *									
Jefferson Davis Blvd	0.59	35000	G	From: 98%	0%	1%	ge Ave 0%	0%	0%	С	0.082	F	0.551	37000	G	2003
1 Jefferson Davis Blvd	0.55	33000	G	30 /0	0 70			0 70	0 70	C	0.002	'	0.551	37000	O	2003
~~~ · · · · · · · · · · · · · · · · · ·				From:			ill Ave			_		_			_	
1 Jefferson Davis Blvd	0.29	23000	G	98%	0%	1%	0%	1%	0%	F	0.079	F	0.613	25000	G	2003
~				To: From:	В	Bus US 1 Prin	icess Ani	ne Ave	-							
1 Jefferson Davis Blvd	0.11	31000	N	98%	0%	1%	0%	1%	0%	Ν	0.085	Ν	0.674	34000	Ν	2003
				To:		NCL Free	dericksbu	rg								
Bus				From:		SCL Fred	lericksbu	ro	1							
1 LaFayette Blvd	1.42	21000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.557	23000	G	2003
1) 1,				- T												
Bus				From:	S	R 3; Blue and	a Grey Pa	arkway								
1 LaFayette Blvd	0.38	11000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.653	12000	G	2003
$\rightarrow$				To:		111-3957	Sunken 1	Rd	].							
Bus			_	From:						_		_			_	
1 LaFayette Blvd	0.56	9800	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.603	11000	G	2003
<u> </u>				From:		111-3961 K	enmore.	Ave								
Bus	0.10	E700	NI.	94%	2%	20/	00/	00/	00/	N	0.004	N.I	0.522	6200	NI	2002
1 LaFayette Blvd	0.10	5700	N	94 %	270	3%	0%	0%	0%	IN	0.084	N	0.533	6200	N	2003
Bus				From:	Bus US	1 Par, Bus 17	7 Par Prir	ncess Ann	ne St							
1 LaFayette Blvd	0.06	5700	G	94%	2%	3%	0%	0%	0%	F	0.084	F	0.533	6200	G	2003
1) Zar dyono Zira	0.00			To:		Bus US 17				•	0.00	•	0.000	0_00	•	_000
Bus				From:		Bus US 17, I										
1 Caroline St	0.38	5300	G	94%	2%	3%	0%	0%	0%	F	0.084	F		5700	G	2003
	ed Traffic:	12000	G	97%	1%	2%	0%	0%	0%	F	NA			13000	G	
				To:		Bus SR 3	William	C+								
Bus				From:												
1 Caroline St	0.51	5700	G	94%	2%	3%	0%	0%	0%	С	0.079	F		6100	G	2003
Combine	d Traffic:	15000	G	97 <u>%</u>	1%	2%	0%	0%	0%	С	NA			16000	G	
				To:			don St									
Bus			_	From:	00/		line St	201	201	_		_			_	
1 Herndon St	0.06	5400	G	94%	2%	3%	0%	0%	0%	F	0.076	F		5900	G	2003
Due				To: From:	Ві	us US 1 Par F										
Bus 1 Princess Anne St	0.70	12000	G	98%	0%	Bus US 1 Pa	0%	0%	0%	С	0.079	F	0.661	13000	G	2003
1 Princess Anne St	0.70	12000	J	To:		S 1 Jefferson			070	O	0.073	'	0.001	13000	O	2000
_				-					, ,							
Bus 1 Princess Anne St	0.27	7000	^	From:		US 1, Bus US				_	0.000	_		7600	C	2000
(4)	0.37	7000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		7600	G	2003
Combine	ed Traffic:	12000	G	97%	1%	2%	0%	0%	0%	F	NA			13000	G	
Rue				To: From:		Bus SR 3	William	St								
Bus 1 Princess Anne St	0.52	9000	G	98%	0%	1%	0%	0%	0%	С	0.096	F		9800	G	2003
( p )	ed Traffic:	15000	G	97%	1%	2%	0%	0%	0%	C	NA	•		16000	G	2000
Combine	a manic.	15000	3	97 76 To:	1 /0	Bus US 1			0 /0	C	INA			10000	J	
<b>D</b> .				From:												
Bus Divon St	0.55	05000	_		40/	ECL Fred		-	00/	_	0.005	_	0.504	07000	0	0000
2 (17) Dixon St	0.55	25000	G	94% To:	1%	1%	2%	3%	0%	С	0.085	F	0.561	27000	G	2003
Rue				From:			on Ave ver St									
Bus Dixon St	0.26	10000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.576	11000	G	2003
2 17 Dixon St	0.20	10000	3	90 /0	1 /0			U /0	U /0	C	0.081	-	0.570	11000	J	2003
Bus				From:		Char	les St									
$\bigcap$ $\bigwedge$ $\bigcap$	0.06	4700	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5100	G	2003
\ <del>-</del> / ( · · )	ed Traffic:		G	98%	1%	1%	0%	1%	0%	F	NA	•	0.020	11000	G	_500
Combine	a manic.	1 1000	3	90 70 To:	1 /0	Princess			0 /0	I	INA			11000	J	
						rincess	Aille S	i .								

Route   Length   AAD   Can   A Fire   Bus   Standard   Trail   2						(	City of F	redericks	sburg								
2	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	- QC		QK		AAWDT	QW	Year
2	City of Fredericksburg				F												
Combined Traffic:   8200   G   97%   1%   1%   0%   1%   0%   0%   0%   C   NA   8900   G	$\sim$	root 0.26	5900	G		10/			10/	O0/-	C	0.080	_	0.553	6300	G	2003
Billie and Grey Parkway   0.50   28000   G   95%   0%   0%   0%   0%   0%   0%   0%	( <del>-</del> ) (8)												'	0.555			2003
Princess Anne St		ombined trainc.	0200	0	J1 /0	1 /0			1 70	0 70	C	INA			0300	U	
Combined Traffic:   12000   G   97%   1%   2%   0%   0%   0%   0%   0%   0%   0	Bus				From:		В	us US 1									
Plank Rd	2 7 Princess A	Anne St 0.37	7000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		7600	G	2003
Plank Rd	C	ombined Traffic:	12000	G	_	1%				0%	F	NA			13000	G	
3   Plank Rd					To:		Bus SR	3 William	St								
3   Plank Rd   0.61   5700   G   93%   1%   1%   1%   4%   0%   F   0.075   F   0.52   61000   G   2003     3   Plank Rd   0.63   45000   G   94%   0%   1%   1%   1%   3%   0%   C   0.082   F   0.536   48000   G   2003     3   Dlae and Grey Parkway   0.53   28000   G   93%   0%   1%   1%   1%   3%   0%   C   0.082   F   0.536   48000   G   2003     3   Blue and Grey Parkway   0.53   28000   G   93%   0%   1%   1%   1%   3%   0%   C   0.083   F   0.532   30000   G   2003     3   Blue and Grey Parkway   0.53   28000   G   93%   1%   1%   1%   1%   1%   1%   1%					<u> </u>												
3   Plank Rd	3 Plank Rd	0.34	79000	G	95%	0%	1%	1%	3%	0%	F	0.075	F	0.612	85000	G	2003
3   Plank Rd   0.63   45000   G   94%   0%   13%   13%   3%   0%   C   0.082   F   0.536   48000   G   2003     3   Dlank Rd   0.63   45000   G   93%   0%   13%   13%   3%   0%   C   0.076   F   0.535   43000   G   2003     3   Blue and Grey Parkway   0.53   28000   G   93%   13%   13%   13%   3%   0%   C   0.083   F   0.532   30000   G   2003     3   Blue and Grey Parkway   1.00   31000   G   93%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%   13%	$\stackrel{\smile}{=}$				To: From:												
3   Plank Rd	(3) Plank Rd	0.61	57000	G	93%	1%	1%	1%	4%	0%	F	0.075	F	0.52	61000	G	2003
3   Plank Rd	<u> </u>				To-		Oa	kwood St									
3   Blue and Grey Parkway   0.53   28000   G   93%   0%   1%   19%   19%   49%   0%   C   0.083   F   0.535   43000   G   2003	3 Plank Rd	0.63	45000	G		0%	1%	1%	3%	0%	С	0.082	F	0.536	48000	G	2003
3   Blue and Grey Parkway   0.53   28000   G   93%   0%   1%   1%   3%   0%   C   0.076   F   0.535   43000   G   2003     3   Blue and Grey Parkway   0.53   28000   G   93%   1%   1%   1%   3%   0%   C   0.083   F   0.532   30000   G   2003     3   Blue and Grey Parkway   1.00   31000   G   91%   1%   2%   2%   2%   4%   0%   C   0.084   F   0.529   34000   G   2003     3   Blue and Grey Parkway   0.36   31000   G   93%   1%   1%   1%   4%   0%   C   0.084   F   0.529   34000   G   2003     3   Blue and Grey Parkway   0.36   31000   G   93%   1%   1%   1%   1%   4%   0%   F   0.088   F   0.508   34000   G   2003     4   Blue   SR 3 Blue and Grey Parkway   0.36   31000   G   99%   0%   0%   0%   0%   0%   0%   F   0.088   F   0.508   34000   G   2003     5   Blue   SR 3 Blue and Grey Parkway   0.36   31000   G   99%   0%   0%   0%   0%   0%   0%   F   0.093   F   0.591   17000   G   2003     5   Blue   SR 3 Blue and Grey Parkway   0.36   31000   G   99%   0%   0%   0%   0%   0%   0%   0					To:		US 1 Jeffe	erson Davis	s Hwv								
Blue and Grey Parkway   0.53   28000   G   93%   1%   1%   1%   4%   60%   C   0.083   F   0.532   30000   G   2003	3	0.24	40000	G						0%	С	0.076	F	0.535	43000	G	2003
3   Blue and Grey Parkway   0.53   28000   G   93%   1%   1%   1%   4%   0%   C   0.083   F   0.532   30000   G   2003     3   Blue and Grey Parkway   1.00   31000   G   91%   1%   2%   2%   4%   0%   0%   C   0.084   F   0.529   34000   G   2003     3   Blue and Grey Parkway   0.36   31000   G   93%   1%   1%   2%   2%   4%   0%   0%   C   0.084   F   0.529   34000   G   2003     3   Blue and Grey Parkway   0.36   31000   G   93%   1%   1%   1%   4%   4%   0%   0%   F   0.088   F   0.508   34000   G   2003     4   5   5   5   5   5   5   5   5   5					To		Rue CD	3 William	St								
Bus   St   LaFavette Bivd   St   St   St   St   St   St   St   S	Blue and Grev Pa	arkway 0.53	28000	G		1%				0%	С	0.083	F	0.532	30000	G	2003
3   Blue and Grey Parkway   1.00   31000   G   91%   1%   2%   2%   4%   0%   C   0.084   F   0.529   34000   G   2003	3 Blad and Groy i	antivay 0.00			T	170					Ū	0.000	•	0.002	00000	Ū	2000
Bus   Bus	Plue and Grov P	arkway 1.00	21000	G		10/						0.084		0.520	34000	G	2003
3   Blue and Grey Parkway   0.36   31000   G   93%   1%   1%   1%   4%   0%   F   0.088   F   0.508   34000   G   2003	3 Bide and Grey F	arkway 1.00	31000	G	9170	1 /0				0 /6	C	0.004	'	0.529	34000	G	2003
Bus			04000	_		40/				00/		0.000	_	0.500	0.4000	_	0000
Sta 3 Blue and Grey Parkway   Sta 4 Blue   Sta 4	3 Blue and Grey Pa	arkway 0.36	31000	G		1%				0%	F	0.088	F	0.508	34000	G	2003
3 William St 0.14 16000 G 99% 0% 0% 0% 0% 0% 0% 0% 0 0% 0 0%										!							
Bus	<u> </u>	0.14	46000	•	000/					00/	_	0.003	г	0.501	17000	0	2002
Bus	3 William St	0.14	16000	G	99%	U%	0%	0%	0%	0%	Г	0.093	Г	0.591	17000	G	2003
3   William St   0.30   13000   G   99%   0%   0%   0%   0%   0%   0%   0	Bus				From:		111-39:	58 Hanove	r St	<u> </u>							
Bus		0.30	13000	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.624	14000	G	2003
Bus	$\overline{}$				To		111-395	5 College	Ave								
Bus   SR 3 Par, Washington Ave   SR 3 Par, Saphia St   SR 3 Par, Saphia St		0.40	42000	_	From:	00/				00/	_	0.00	_	0.550	44000	0	2002
Bus	3) William St	0.48	13000	G	99%	0%	1%	0%	0%	0%	C	0.08	г	0.558	14000	G	2003
3 William St	Bus				From:		SR 3 Par,	Washingto	n Ave	<del>)</del>							
Combined Traffic:   1200   G   99%   0%   1%   0%   0%   0%   F   NA   13000   G		0.37	6300	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.65	6800	G	2003
Bus   SR 3 Par, Sophia St   SR 2 Par, Sophia St   SR 3 Par, Soph	\ /	ombined Traffic:	12000	G	99%	0%	1%	0%	0%	0%	F	NA			13000	G	
Bus   SR 3 Par, Sophia St   SR 2 Par, Sophia St   SR 3 Par, Soph					To:		Bus US	1 Caroline	e St								
Sus   Sus		0.07	7700	•		00/				00/	_	0.101	г		0.400	0	2002
Bus   SR 3 Par, Sophia St   SR 3 Par, Soph													Г				2003
Sus   Washington Ave   0.07   6100   G   99%   0%   1%   0%   0%   0%   0%   0%   F   0.097   F   0.530   19000   G   2003	C	ombined Framc:	15000	G		0%				0%	г	NA			16000	G	
Bus   Bus	Bus				From:		Bus SR 3	Par, Soph	ia St								
Bus   Bus   Bus   Bus   Bus   Bus   SR 3   William   St   SR 3   William   SR 3   Wi	3 William St	0.03	17000	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.530	19000	G	2003
Washington Ave   0.07   6100   G   98%   0%   1%   0%   0%   0%   0%   F   0.089   F   0.949   6600   G   2003					To:		ECL F	redericksb	urg								
Combined Traffic:   12000   G   99%   0%   1%   0%   0%   0%   0%   F   NA   13000   G	Bus				From:			3 William									
Combined Traffic:   12000   G   99%   0%   1%   0%   0%   0%   0%   0%   F   NA   13000   G	( 3 ) Washington Ave	0.07	6100	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.949	6600	G	2003
Bus	Co	ombined Traffic:	12000	G		0%				0%	F	NA			13000	G	
Amelia St 0.43 5300 G 98% 0% 1% 0% 0% 0% 0% C 0.088 F 5700 G 2003 Combined Traffic: 12000 G 99% 0% 1% 0% 0% 0% 0% C NA 12000 G    Sophia St   0.07 7000 G 99% 0% 0% 0% 0% 0% 0% C 0.085 F 7500 G 2003	Puo																
Combined Traffic:   12000   G   99%   0%   1%   0%   0%   0%   0%   0%   C   NA   12000   G		0.43	5300	G	<u> </u>					0%	С	0.088	F		5700	G	2003
Sophia St   Soph	(8)												•				2000
Bus   From:   111-3973, Amelia St		ATIONICO TIANIC.	12000	3	_	0 /0				0 /0	C	14/7			12000	J	
Combined Traffic: <b>15000 G</b> 99% 0% 1% 0% 0% 0% F NA 16000 G	Bus				From:												
Combined Traffic: <b>15000 G</b> 99% 0% 1% 0% 0% 0% F NA 16000 G	( 3 ) Sophia St	0.07	7000	G	99%	0%	0%	0%	0%	0%	С	0.085	F		7500	G	2003
To: Bus SR 3 William St	Co	ombined Traffic:	15000	G		0%	1%	0%	0%	0%	F	NA			16000	G	
					To:		Bus SR	3 William	St								

					,	City of F	redelick	Sburg								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericks	sburg			From:		227										
	0.89			FIOIII.	0		redericksb		ffic volu	mo oc	timatae fa	r thic	segment.			
17 95	Combined Traffic:	404000	_	020/						F			Ū	96000	0	
	Combined Trainic.	101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G	
~ —	0.00			From:		1.05.4	SR 3		cc: l		······ •	41- 1-				
17 95	2.29	4.40000	_	000/								or triis	segment.		_	
	Combined Traffic:	140000	G	83% To:	1%	1% Stoffer	1% d County 1	14%	0%	F	NA			120000	G	
				From:												
Bus 17 Dixon St	0.55	25000	G	94%	1%	1%	redericksb 2%	ourg 3%	0%	С	0.085	F	0.561	27000	G	2003
17 Dixon St	0.55	23000	G	34 /0					0 70	C	0.003	•	0.501	27000	U	200
Bus				From:	F	Ramp fron	n Rte. 3 Co	onnector								
17 Dixon St	0.26	10000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.576	11000	G	2003
<u> </u>				To		C	harles St									
Bus Divon St	0.00	4700	_	From:	40/			00/	00/	_	0.000	_	0.600	E400	<u></u>	2000
17 Dixon St	0.06	4700	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5100	G	2003
	Combined Traffic:	11000	G	98%	1%	1%	0%	1%	0%	F	NA			11000	G	
Bus				From:		Princ	cess Anne	St								
17 Dixon St	0.06	2400	G	98%	0%	1%	0%	0%	0%	С	0.082	F		2600	G	2003
~	Combined Traffic:	8200	G	97%	1%	1%	0%	1%	0%	С	NA			8900	G	
				To:			aroline St									
Bus Caralina St	iroot 0.04	2400	_	From:	40/		xon Street	00/	00/	_	0.000	_		2000	0	000
17 Caroline St		2400	G	98%	1%	1%	0%	0%	0%	С	0.083	F		2600	G	2003
	Combined Traffic:	8200	G	97%	1%	1%	0%	1%	0%	С	NA			8900	G	
Bus Bus				From:		Lay	fayette Blv	'd								
17) 1 Caro	oline St 0.38	5300	G	94%	2%	3%	0%	0%	0%	F	0.084	F		5700	G	2003
	Combined Traffic:	12000	G	97%	1%	2%	0%	0%	0%	F	NA			13000	G	
				To:		Bus SI	R 3 Willian	n St								
Bus Bus	li Ot 0.54	F700	_	From:	00/				00/	_	0.070	_		0400	0	000
17) [1] Caro	oline St 0.51	5700	G	94%	2%	3%	0%	0%	0%	С	0.079	F		6100	G	2003
	Combined Traffic:	15000	G	97% To:	1%	2%	0% erndon St	0%	0%	С	NA			16000	G	
Bus Bus				From:			aroline St									
~~	idon St 0.06	5400	G	94%	2%	3%	0%	0%	0%	F	0.076	F		5900	G	2003
				To:	BU	JS US 1 P	ar Princes	s Anne St								
Bus Bus				From:			1 Par Hern									
17) (1) Princ	cess Anne St 0.70	12000	G	98% To:	0%	1%	0%	0%	0%	С	0.079	F	0.661	13000	G	2003
Bus				From:			son Davis Princess A									
~~	erson Davis Bl 0.11	31000	N	98%	0%	1%	0%	1%	0%	Ν	0.085	N	0.674	34000	Ν	200
				To:			rederickst									
Bus				From:		Di	xon Street									
17 Charles Str	reet 0.26	5800	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.553	6300	G	200
P)	Combined Traffic:	8200	G	97%	1%	1%	0%	1%	0%	С	NA			8900	G	
				To				fayette Blv								
orth				From:		SCL F	redericksb	ourg								
95)	0.89	49000	G	84%	1%	1%	0%	13%	0%	F	0.066	F		42000	G	2003
	Combined Traffic:	101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G	
				To: From:			SR 3									
lorth	0.00	74000	_		40/	40/		400/	00/	_	0.004	_		00000	_	000
95)	2.29	74000	G	84%	1%	1%	0%	13%	0%	F	0.064	F		63000	G	200
	Combined Traffic:	140000	G	83% To:	1%	1%	1%	14%	0%	F	NA			120000	G	
							d County 1									
outh	4.04	E0000	_	From:	40/		redericksb	_	00/	_	0.005	_		44000	_	000
95	1.61	52000	G	82%	1%	2%	1%	14%	0%	F	0.065	F	0.505	44000	G	2003
	Combined Traffic:	101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G	
				To:			SR 3									

							City Of I	redericks	buig								
Route	Le	ength	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Fredericksbur	g									<u>a</u> _							
outh					From:			SR 3			_					_	
95)	•	1.76	66000	F	82%	1%	2%	1%	14%	0%	F	0.086	F		57000	F	2003
<u> </u>	Combined To	raffic:	140000	G	83%	1%	1%	1%	14%	0%	F	NA			120000	G	
					To:		Staffor	d County L	ine								
					From:		111-397	76 Powhata	n St								
1 Cowan Blvd	(	0.61	NA									NA			NA		
					To:		D	ead End									
					From:		Jeffers	on Davis B	lvd	1							
(950) Twin Lake Dr	(	0.46	3200	G	99%	0%	0%	0%	0%	0%	С	0.112	F	0.561	3400	G	200
930) 20.10 21	,				To:	0,0		ayette Blvd		7,0	Ū	· · · · <u>-</u>	•	0.00	0.00	•	
					From:					<u> </u>							
Lanadauma Da	ad (	0.47	6000	_	93%	10/		Fredericksb		00/	0	0.007	_	0.500	7500	0	2001
952) Lansdowne Ro	ad (	0.47	6900	G	93% To:	1%	1%	1%	4%	0%	С	0.087	F	0.582	7500	G	2003
					10.		C21	US 17 Bus									
					From:		Wil	liam Street									
953) Stafford Avenue	е (	0.50	1900	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.503	2100	G	2003
					To:		Jefferson	Davis Hig	hway								
					From:		Ca	ardwell St		Ī							
954) Howison St	(	0.09	600	G	95%	1%	1%	1%	1%	0%	F	0.092	F	0.52	650	G	200
334)					To:			ward Ave									
					From:			ard Avenue	;	1							
(954) Howison Avenu	ie (	0.16	1400	G	95%	1%	1%	1%	1%	0%	С	0.095	F	0.536	1600	G	200
					To:		Dia	xionStreet									
					From:		Wil	liam Street		1							
Oslege Ave	,	0.67	6600	G	98%	0%	0%	0%	1%	0%	С	0.087	F	0.531	7200	G	2003
College Ave	,	0.07	0000	G	70 70 To:	0 /0				0 /0	C	0.007		0.551	7200	G	200
								Davis Hig									
$\overline{}$					From:			LaFayette									
Sunken Rd	(	0.28	230	G	99%	0%	0%	0%	0%	0%	С	0.116	F		250	G	200
					To:		111-39	58 Hanover	· St								
Sunken Rd	(	0.18	430	G	98%	1%	1%	1%	0%	0%	С	0.111	F	0.631	460	G	200
331)					To:			R 3 William									
					From:					<u> </u>							
C Himb Ct	,	0.04	700	_		00/		R 3 William		00/	_	0.000	_	0.054	050	0	200
High St	(	0.04	790	G	98%	0%	1%	0%	1%	0%	F	0.099	F	0.954	850	G	2003
					From:			anover St High St		-							
Hanover St	,	0.60	3100	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.715	2200	G	2003
Hanover St	,	0.60	3100	G	90 /0	0 /0				0 /0	C	0.000		0.715	3300	G	200
_					From:		111-395	59 Littlepag	e St								
Hanover St	(	0.49	1000	G	99%	0%	1%	0%	0%	0%	С	0.098	F		1100	G	200
					To	D-	ne HC 1 D	ar Princess	Anna St								
Hanover St		0.12	810	G	From: 98%	0%	1%	0%	1%	0%	F	0.117	F		870	G	2003
Hanover St	,	0.12	010	3	90 70 To:	U /0				0 /0	I	0.117			010	J	200
								973 Sophia									
_		_		_	From:			LaFayette			_	_	_	_		_	_
959 Littlepage St	(	0.44	2100	G	98 <u>%</u>	0%	1%	0%	1%	0%	С	0.088	F	0.522	2300	G	200
					To:		Bus SR	R 3 William	St	]							
					From:		Bus US 1	LaFayette	Blvd	1							
(8961) Kenmore Ave	(	0.49	4400	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.613	4700	G	200
					To:												
Vonmers A.		0.40	4600	^	From:	40/		R 3 William		00/		0.004	г	0.500	1000		200
₉₆₁ Kenmore Ave	(	0.40	1600	G	98%	1%	0%	0%	0%	0%	С	0.091	F	0.586	1800	G	2003
					To: From:			ary Ball St									
Mem Dell Ot		0.40	2000	_		40/		nmore Ave	00/	00/	_	0.004	_	0.50	0000	0	000
961) Mary Ball St	(	0.10	2000	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.59	2200	G	2003
_					To:		111-6963	Washingto	n Ave								
					From:		Bus SR	3 P Amelia	a St								
						00/	40/	00/	Ω0/	0%	С	0.096	F	0.696	2500	G	2003
(3963) Washington Av	re (	0.43	2300	G	98%	0%	1%	0%	0%	0 70	O	0.000	'	0.000	2000		
Washington Av	re (	0.43	2300	G	98%	0%				070		0.000	<u>'</u>	0.000			
					To: From:		111-3	975 Maury	St					0.000			2000
Washington Av 3963) Washington Av		0.43	2300 2500	G G	To:	0%	111-39		St 0%	0%	С	0.111	F	0.000	2700	G	2003

					,	City of Fred	uericks	burg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle	•••	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg				-												
965 Prince Edward St	0.35	3200	G	99%	0%	Kenmore 0%	0%	0%	0%	F	0.098	F	0.661	3400	G	2003
Oringa Edward St	0.44	2200	G	From:	0%		m Street	0%	0%	С	0.007	F	0.014	2500	G	2003
Prince Edward St	0.44	2300	G	99%	U%	0%	0%	0%	U%	C	0.087	Г	0.814	2500	G	2003
C-UIEU A	0.40	0000	_	From:	00/		Street	00/	-00/		0.004	_	0.775	0000		0000
Fall Hill Avenue	0.10	2600	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.775	2800	G	2003
<u> </u>				From:			Street					_				
Fall Hill Avenue	0.39	3500	G	97%	0%	1%	1%	0%	0%	С	0.088	F		3800	G	2003
<u> </u>				From:		Washing										
San Fall Hill Avenue	0.15	10000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.561	11000	G	2003
_				To- From:		Jefferson Da	avis High	way								
Fall Hill Avenue	1.59	17000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.669	19000	G	2003
				From:		I-9	.95		-							
Fall Hill Avenue	0.95	16000	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.669	18000	G	2003
				To:		WCL Fred	dericksbu	ırg								
				From:		Bus 17 I	Dixon St									
3967) Charles Street	0.24	NA									NA			NA		
				To:		Bus 1 Lafa	ayette Bl	vd								
				From:		Lafayet	tte Blvd									
Sophia St	0.37	5500	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.536	6000	G	2003
				To:		Bus SR 3	William	St								
				From:			ngton St									
Maury Street	0.14	2000	G	99%	1%	1%	0%	0%	0%	С	0.09	F		2100	G	2003
				To:		Fall Hill	l Avenue									
$\widehat{}$				From:			ık Rd									
Westwood Dr	0.20	1900	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.547	2100	G	2003
				To: From:			land Dr vood Dr									
3976) Woodland Rd	0.04	NA		<u> </u>		Westw	700u Di				NA			NA		
3970)				To:		T. II. (	G 1 D 1	1								
3976) Keenland Road	0.36	1800	G	From: 99%	0%	Falling (	0%	0%	0%	С	0.09	F	0.607	2000	G	2003
3976 Keenland Road	0.50	1000	G	To:	0 70	Cowan B			070	C	0.03	'	0.007	2000	U	2000
				From:			n Blvd									
Powhatan Street	0.24	5200	G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.521	5700	G	2003
				To:		Jefferson I	Davis Hy	vy								
				From:		0.35 Mi W	Powhata	n St								
Cowan Boulevard		4900	G						0.081 F	4900	G	2003				
				To:		Powha	atan St									
				From:		Charlott	te Street									
Jackson Street		1100	G	. —							0.102	F	0.611	1100	G	2003
				To		Wolfe	Street									
	-			From:		Fauqu	uier St									
Sophia St		2400	G	. —							0.091	F	0.921	2400	G	2003
				10:		Lew	vis St									
				From:		Railroad	d Avenue									
Summit Street		100	G	Te:		****	C4				0.149	F	0.645	100	G	2003
				10.			Street									
T		2522	_	From:		Goodlo	e Drive				0.440	_	0.540	0500	_	0000
Twin Lakes Drive		3500	G	To:		T -£ '	#0 Dl!				0.113	F	0.546	3500	G	2003
							tte Blvd									
Mandlend Differ		2400	•	From:		Westw	ood Dr				0.00	г		2400	0	2000
Woodland Drive		2100	G	To:		Eallie -	a Croals				0.09	F		2100	G	2003
						Falling	g Creek									